

# Pedestrian Environment

## Vision..

*The Denny Regrade seeks to entrust public spaces to all our stakeholders and ensure its care. Our public spaces (50% of the gross land in the Denny Regrade) need to be transitional edges that melt together, creating intimate associations between public and private space. We choose to view our streets as our front porches; the alleys as our back doors, and the parks (both public and private) as our yards and gardens. Through education and community ownership we want to enhance the physical make-up, providing creative quality, people and children friendly, community spaces and activities for all.*

The Denny Regrade is primarily a residential neighborhood, and will be increasing so in the future. One of the features that makes living in the neighborhood attractive is its access to the downtown core, Pike Place Market, the Waterfront, Seattle Center and other nearby entertainment and recreation venues within the neighborhood. As a dense urban neighborhood, the Regrade seeks to discourage the every-day use of the automobile and to encourage alternative modes of transportation, such as transit, bicycling and walking. One way of discouraging use of automobiles is to encourage use of these alternate transportation modes through facilities enhancement. One of the Key Integrated Strategies is the "Green Streets and Open Space Strategy". Many of the activities included in that strategy originated in the Pedestrian Environment Committee in recognition of the importance of access to open

space in what will in the future be Seattle's densest residential neighborhood.

This section includes the specific recommendations of the Pedestrian Environment Committee, the Green Street character and design recommendations and the Street Hierarchy recommendations for street cape improvements.

**Objective:** Preserve and enhance existing open spaces and develop new open space opportunities.

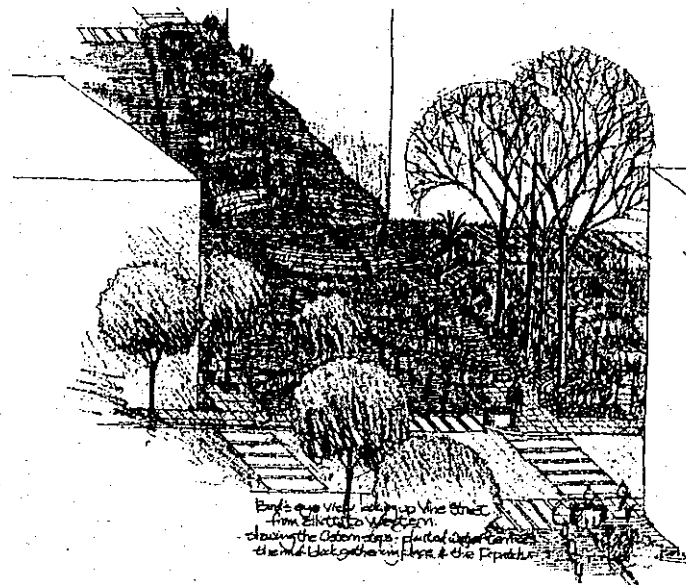
**Recommendation:** Preserve and expand the Belltown P-Patch through the acquisition of additional property, including the cannery cottages and the "inset" lot within the P-Patch.

## Background

The thriving Belltown P-Patch is one of the most important open spaces in the neighborhood, not only for the gardening opportunities it offers for P-Patch participants, but for the pleasant experience it offers for residents and visitors alike. During initial establishment of the P-Patch, one small lot was

not obtainable, and the P-Patch has been forced to work around what should naturally be part of the garden itself. But a larger threat to the P-Patch has been the threat of losing solar access through development of parcels to the south. Implementation of this recommendation would ensure the P-Patch's viability into the future.

**Recommendation:** Provide more green space in the Regrade neighborhood through



implementation of Growing Vine Street and other Green Streets, as their designs are developed.

#### Background

Although four streets in the Regrade were designated as Green Streets in the 1985 Downtown Plan, no specific plans were ever developed for the streets that could be adopted and implemented. In 1996, a group, initially interested in expanding the P-Patch into the Vine Street right-of-way, formed as the Growing Vine Street Steering Committee. The Committee obtained funding from the City and County and developed a design for all of Vine Street from Denny Way to the Waterfront. This is the first Green Street design to be developed in the city, and should be the first to be developed.

**Recommendation:** Designate Clay Street, Eagle Street and Bay Street as Green Streets. Extend the Vine Street Green Street designation to Denny Way.

#### Background

This would expand the total number of east-west Green Streets to seven. Traffic flow through the neighborhood moves primarily north and south. The east-west streets are used primarily as residential-type streets and are not significant to the overall circulation system of the neighborhood.

**Recommendation:** Develop a process within the structure of City government based upon the DUCPG Green Streets, Open Space and Urban Design recommendations, wherein the procedures and responsibilities for implementing and maintaining Green Streets is clear and concise.

#### Background

Through interaction with City departments during development of the Growing Vine Street design, it became apparent that there are no clear established procedures for implementation and maintenance of Green Streets. Because there are Green Street in other neighborhoods in the Downtown Urban Center, this issue was address by the DUCPG committees and consultants.

**Recommendations:** Implement the Bell Street improvements as planned by the Denny Regrade Business Association (DRBA).

**Background:** Through the volunteer efforts of the DRBA, a plan has been developed for improvements to Bell Street between 1<sup>st</sup> Avenue and Elliott Avenue, connecting to the Bell Street overpass of Alaskan Way. This plan addresses the serious problem of pedestrian safety at the intersection of Bell Street and Western Avenue, where there are exit and entry ramps to SR 99.

**Objective:** Improve pedestrian access and safety within the neighborhood and to surrounding neighborhoods.

**Recommendation:** Improve alleys as connections to and through Green Streets, by such methods as creating mid- block crossing and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. Alley connections across arterial streets should not be considered.

#### Background

The Denny Regrade neighborhood feels fortunate that much of the original grid street and alley pattern remains in the neighborhood. Alleys are seen as both an asset, for freight access and pedestrian access, and a liability from the standpoint of public health and safety. The neighborhood believes the accentuating the opportunities and increasing public use through improvements listed above will diminish the desirability of alleys for illicit behavior.

**Recommendation:** Retain existing at-grade crossings of the railroad tracks at Wall Street, Vine Street, Clay Street, Broad Street and Bay Street. Develop rest/information areas adjacent to railroad crossings that are designed to draw people into Belltown.

#### Background

Access to the waterfront within the neighborhood is identified as an important amenity. Though crossing the railroad tracks can be delayed by train traffic, such delay is not viewed as detrimental. Installation of benches and information areas adjacent to the crossings would serve to make the wait both more pleasurable and informative.

**Recommendation:** Plan for a pedestrian connection to the waterfront through any future development of the vacant lots (Unocal site) on the western end of Eagle Street. Require a private pedestrian overpass be installed over the railroad tracks to complete the connection from the Seattle Center to the waterfront and Myrtle Edwards Park.

#### Background

The vacant Unocal site is the largest undeveloped property in the Regrade/Waterfront area. Because of the topographic change west of Western Avenue, a unique opportunity exists to integrate a pedestrian passage within the development of the site and over Elliott Avenue and the railroad tracks to Myrtle Edwards Park.

**Recommendation:** When street and sidewalk improvement programs are implemented, design the improvements in accordance with the Denny Regrade Streetscape and Pedestrian Environment Guidebook and Green Streets Guidelines.

#### Background

Functionally, there is a hierarchy of north-south streets in the Denny Regrade. The purpose of the Guidebook is to recognize this functional and historical hierarchy and suggest design characteristics for streetscape improvements for each street type. Likewise, the east-west Green Streets have different functional characteristics and should be designed following the Denny Regrade Green Streets Guidelines.

**Recommendation:** Maintain current view corridors. Develop a viewpoint at the end of Battery Street at First Avenue.

#### Background

Many east-west streets in the Regrade are designated view corridors. Views of Elliot Bay are especially prominent west of 1<sup>st</sup> Avenue and north of Battery Street, where the Alaskan Way Viaduct goes underground. But views of the water and the open sky over the bay can be seen from as far east as 4<sup>th</sup> Avenue in some

locations. At the tunnel entrance at 1<sup>st</sup> Avenue and Battery Street, there is an opportunity to provide a public viewpoint with benches, information graphics and other amenities.

**Other Pedestrian Environment Committee recommendations include the following:**

- Improve pedestrian connections between the Regrade and the Seattle Center by connecting with the KOMO TV improvements at 4<sup>th</sup> and 5<sup>th</sup> Avenues and Denny Way, and connecting to the waterfront via Eagle Street Green Street.
- Provide permanent, public restrooms (e.g., French kiosk toilets) located in public buildings such as the fire station, community center, educational facilities and social service organizations.
- Provide coordinated signage program and kiosks with information, maps, and schedules related to public restrooms, neighborhood destinations, special events, and available transportation. Change codes and regulations to allow development of kiosks and kiosk toilets.
- Develop a program of improved transfer of development rights (TDRs) to maintain the eclectic variety of buildings, scale, and character in the Regrade.
- Clean up, enhance, and maintain areas under and around the viaduct, Battery Street tunnel, and the railroad tracks.
- Improve cleanliness of sidewalks, alleys, plantings, and public spaces by developing programs like a "Cleanscapes" program, similar to that of Pioneer Square, or adopt-a-block or area programs by adjacent facilities and private citizens.
- Require street level awnings on new retail facilities.
- Decrease blank walls and dead zones by promoting increased building entrances/access on east-west streets and by providing heavily landscaped setbacks or public art on the north/south streets, where commercial street use is not developed.
- Develop a neighborhood public art program.

## Denny Regrade Green Streets

### Making Connections

#### Introduction:

#### The Character of Denny Regrade

The Denny Regrade is expected to be the fastest growing urban residential area in King County, with an estimated increase of over 6,500 households in the next 20 years. In anticipation of this growth, the Denny Regrade green streets plan and green streets design guide is an attempt to accommodate this growth by developing urban open space that encourages a pedestrian friendly environment.

The purpose of this section is to put together a framework for the future development of detailed planning and design of Green Streets and Open Space in the Denny Regrade, and give insight into the connections, characters, and uniqueness of each street.

#### Defining the Character of Open Space and Green Streets

Some of the largest parks and open space within Seattle occur at the edges of the Denny Regrade. These include: Myrtle Edwards Park; Waterfront Promenade; the Seattle Center; and Denny Park. In improving the quality of the urban pedestrian environment in the Regrade, the focus of new open space for the neighborhood will be concentrated within the Green Streets. They are seen as green threads that will weave these outlying parks together through an urban system of green spaces.

Through the Growing Vine Street project, there were several concepts of Green Streets that developed. These eventually became new overall neighborhood concepts, providing a framework for a design that will form a unique character for the Regrade. The following attributes are the central themes for the overall master plan and character for the neighborhood:

- ✓ Bio-regionalism
- ✓ Storm water
- ✓ View Corridors
- ✓ Social Engagement
- ✓ Public Art
- ✓ Education and Interpretation
- Community Participation

The focus for the Regrade's Green Streets is the environment. These streets should reintroduce natural processes into the urban environment. Ecosystem functions and the education of the natural processes should be addressed. Storm water management should be handled in a creative way to help educate people, addressing the problems of run-off in an urban setting.

The design of the Green Streets in the Regrade should break out of the traditional curb and gutter mold. Designing spaces that are beyond normal front door entries, courtyards and Gardens is essential to defining a character and sense of place for the neighborhood.

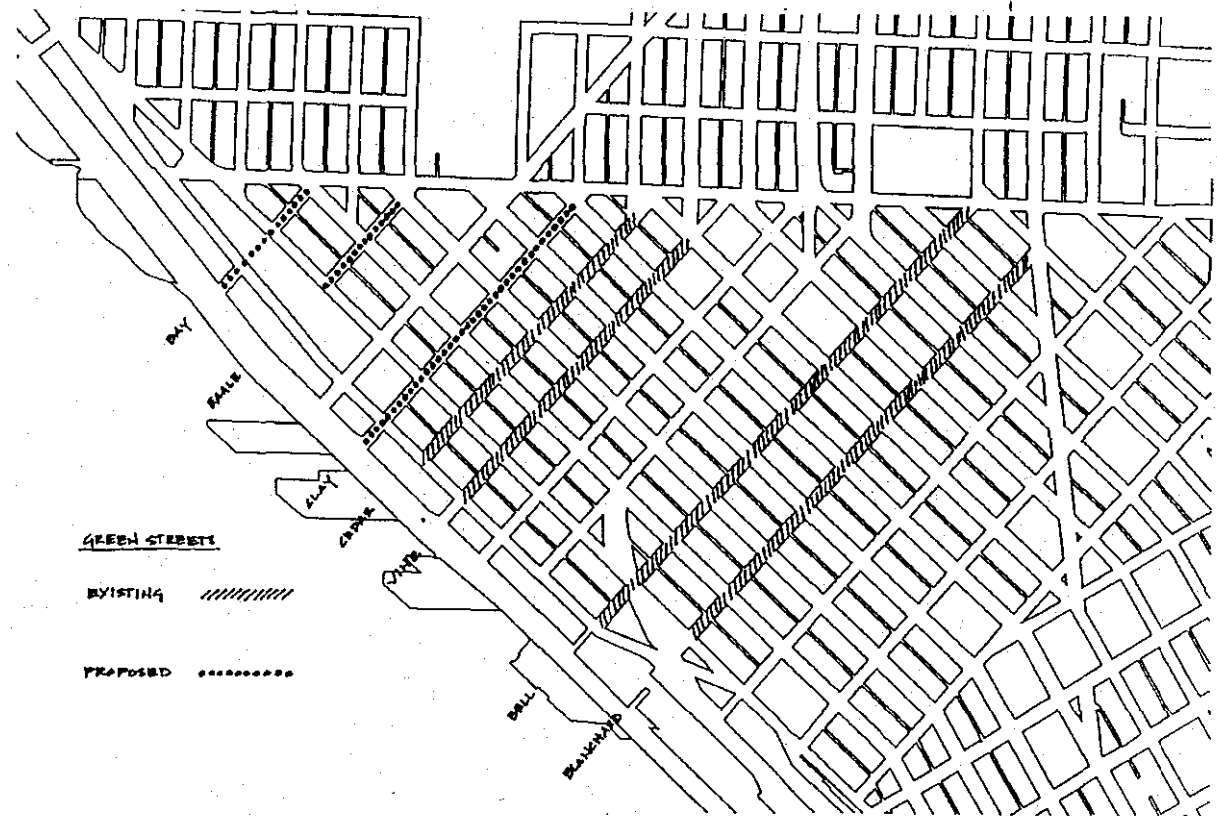
Within the Denny Regrade, there are three regions that are seen as having distinctively different characteristics from each other. These regions can tie into the theme of Bioregionalism for the neighborhood plan. "The divining characteristics of bioregionalism (much like an ecosystem) are usually based on a variety of common physical characteristics including climate, landforms, microclimates, communities, watersheds, and the human cultures that exist there. Bioregional concepts are useful as a planning aid and management tool to help more effectively use resources and to look at human impacts on the environment." (*Growing Vine Street*)

The region south of Battery Street has a larger block size, and contains a higher concentration of business and retail characteristics. The Bell and Blanchard Green Streets form a framework that ties this region together. The region north of Battery typically has a smaller block size, with a higher concentration of residential buildings. Vine, Cedar and Clay

Streets tie the central core of the north region together, linking the neighborhood to the Waterfront and The Denny Triangle neighborhood. Eagle and Bay Streets form a connection to the Waterfront, Myrtle Edwards Park, and The Seattle Center. They also form a gateway into the neighborhood.

#### Common Constraints for Belltown's Green Streets:

- Western and Elliott are busy intersections on every Green Street. In addressing this issue, crosswalks should clearly be painted at each intersection to help get pedestrians across the street.
- The connection to the Waterfront is an important element into the design of the Green Streets. Out of the thirteen cross streets that run east to west within the neighborhood, seven of them connect to the waterfront. Out of this seven, four are designated Green Streets. In improving access to the open space of the waterfront, the connection across the railroad tracks needs to be improved.



## Belltown's Green Streets and Their Connections

### Bell and Blanchard Region

#### *Business and Retail*

The Bell and Blanchard bioregion weave the mixed business and residential zones of the Regrade together. Heavy pedestrian activity is centered around 1st and 2nd Avenues, with the 2nd Avenue improvements forming a pedestrian oriented north south



connection into downtown.

The intersection at 1st Avenue (Historically Front Street) serves as a key piece to the puzzle of Seattle's History. William Bell, for whom Belltown is named, built a hotel that stood next his

home at the intersection of 1st, Bell and Blanchard. Today, the façade of the Austin A. Bell Building, which stood next to the Bell Hotel, is all that is left of these historic buildings. Currently, the Austin Bell building is being renovated into studio lofts. One of Seattle's first public works projects included linking Belltown along Front Street (1st Avenue), to Pike via a boardwalk. This became one of Seattle's favorite Sunday and Sunset Promenades. Bell and Blanchard also run through the historic peak of Denny Hill before it was washed into the bay, and stand as a testimony to a "historic urban archeology", compared to the "urban archeology" proposed by the Growing Vine Street plan.

### Green Street Types for Bell and Blanchard

The current designation for Bell and Blanchard Street call for either a Class I or Class II Green Street. In determining that both streets will become transit streets, these classifications may not be appropriate for the amount of traffic that will be present on the street.

A Class III classification will handle continuous through traffic, making transit routes possible within the Green Street designation. An electric bus line may be appropriate to help keep pollution and noise down. This designation will still provide wider sidewalks and pedestrian amenities, such as street furniture, and artistic elements, while slowing and limiting the amount of traffic on the street.

#### Recommendations:

- Designs within this region need to address a character that is oriented toward the business and retail connections of the neighborhood. These items may include:
- Benches and street amenities that occur from 4th Avenue to 1st Avenue should take on the unique character of those cross streets.
- Providing spaces for pedestrians to sit down for lunch, or to take a break within a garden setting.
- Design for a higher concentration of pedestrian who will be walking to work or going to the waterfront for lunch.
- Highlight business entrances with hardscape elements, leaving the garden spaces to the entrances of residential buildings.
- Bell and Blanchard are designated from 1st Avenue through to Denny Way. This connection into the Denny Triangle neighborhood should be coordinated to help tie the concepts, or the identities, of the neighborhoods together.

### Blanchard Street Character

Blanchard Street is a quiet, one-way connector street of mixed uses. The western end of the street intersects with Western Avenue and does not reach the waterfront. 1st Avenue is high above Western Avenue, affording a clear view of the bay from the busy intersection at Western. The next few blocks do not have much foot traffic, as most buildings have access via 2nd, 3rd, or 4th Avenues instead of Blanchard. The street has a residential feel, augmented by street tree plantings between 1st and 4th Street, but also houses some small scale commercial uses. This residential area visually and spatially ends at 5th Avenue and the Monorail. There is a low amount of traffic that currently extends past 6th Avenue into the Denny Triangle.

#### Recommendations:

- Encourage garden spaces to develop near building entrances, providing outdoor activities for residences to enrich the potential for street level uses.
- Emphasize the crossings of the 'retail' and 'commercial' streets as activity centers.

### Bell Street Character

Bell Street is a one-way connector through the Belltown neighborhood. Most pedestrian traffic flows between 5th Avenue and 1st Avenue. Regrade Park at 3rd Avenue is a popular park for congregating, opening onto Bell Street. The neighborhood is interspersed with residential and commercial developments along the north south cross streets, making Bell a vibrant and active street. Bell Street connects to the Bell Street Pier on the waterfront via a pedestrian overpass at the end of the street. The pedestrian crossing at Western Avenue is difficult because there is an off-ramp to highway 99 that enters Western at Bell. Currently, there are plans to widen the sidewalk and enhance the pedestrian connection

from 1st Avenue to Elliott Avenue, and the World Trade Center. Future development of the street may include a series of stairs, or terraces to address the steep grade on Bell Street between Western and Elliott.

#### Recommendations:

- The connection to the Waterfront should be emphasized along the entire length of Bell Street, by implementing a street long design strategy. The design should provide for high pedestrian use associated with mixed use developments.
- Integrate the design currently underway from Western to 1<sup>st</sup> Avenue with the design strategy for the entire street to create a continuum of open space.
- Develop strategies to make the steep slopes from 1<sup>st</sup> to Western easy for pedestrians to negotiate.

## Vine, Cedar and Clay Region

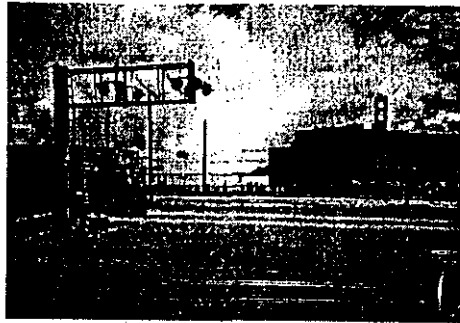
### *Residential Streetscape*

Vine, Cedar and Clay form a link within the high-rise residential developments of Belltown. These three streets, two of which connect to the waterfront, form a dense network of potential open space and gardens for the neighborhood. Cross connections through the alleys, and the development of entrances onto these streets will help to form a residential character within this dense urban setting. Open space, in the form of the Green Streets, is going to be one of the most important connections within this region of the Regrade due to the residential developments that occur here.

### Green Street Types for Vine, Cedar and Clay

The current Green Street classification for Vine and Cedar is either a Class I or a Class II designation. Clay does not have a designation as it is a new Green Street.

In reviewing the needs and uses of the streets, local vehicular access should be maintained for a majority of the length of the streets. Therefore, the Class II designation is recommended for these Green Streets.



The Waterfront is an important community resource to be connected by Green Streets.

In addressing the traffic needs of these streets, one lane of traffic with some on street parking will help to maintain the feel of a neighborhood streetscape. Two way traffic may help to enhance the feel of a neighborhood street, and make it easier for residences to access their units. There may be a design for the steeper portions of the streets towards Western and Elliott to eliminate traffic. The designation for this portion of the streets would then follow the Class I designation.

### Recommendations:

In designing this portion of the Regrade, a unique character should be formed that addresses these issues:

- Benches and street furniture should match the identity of the cross street designs for 4th through 1st Avenue. These could include artistic elements that are used as gateways or wayfinding.
- The designs should focus on residential activities for the morning, evening and lunch hours. These include: Exercise, relaxation, socializing, walking the dog, enjoyment of landscaped spaces.
- Spaces for gathering or having an outdoor meal
- Connections to waterfront activities and restaurant

### Vine Street Character

Vine Street has a character quite distinct from several of the other green streets. Just up from Elliott Avenue, one of the city's most vibrant P-Patches borders the street. The lower section of Vine, between Elliott and Western, are the steepest areas, both of which are the hardest to cross for pedestrians. Several historic buildings call Vine Street home. The strongest connection for Vine Street is along 5th Avenue, towards the Seattle Center. Improvements in the Growing Vine Street report handle several of the issues with pedestrian accessibility to 5th Avenue.



### Case Study: *Growing Vine Street*

"The Growing Vine Street project is a laboratory for green solutions within an urban design context. This laboratory should become a testing ground for pragmatic, social and aesthetic innovations creating a healthy urban neighborhood, a neighborhood friendly to pedestrians, and a community process that addresses interconnectedness with the greater urban watershed environment." (*Growing Vine Street*)

#### Recommendations:

The *Growing Vine Street* report followed several design principles that served as a framework for the master plan development. *Nature* is the first guiding principle, to create an analogy to the dynamic tension between the natural and man-made elements in an urban open space. It guides a philosophy of bringing urban neighborhoods into balance with ecological concerns. *Character* is the second principle for the design concept. A theme that creates meaning and memory, but also builds the blocks of the street into a cohesive whole, should be developed. The character should be allowed to evolve to fit the vitality and spirit of the neighborhood. *Time* is the final guiding principle for Growing Vine Street. A flexible system, that is sustainable over time yet can respond to future neighborhood adaptations, is imperative for the continuation of a viable outdoor space.

#### Cedar Street Character

This quiet, low traffic street has several views that open up over Elliott Bay on the lower portions of the street. Although Cedar does not offer a connection to the waterfront, there are opportunities along the street to form a quiet, unique residential character. Steep sidewalk grades are found between Western and Elliott, leaving possibilities open for views to the water. Above Western, Cedar gently levels out to a comfortable walking pace. The alleys could be developed, especially at Post Alley, to link

Cedar to Vine and Clay. This would form a network within these three green streets that would connect Clay to the waterfront.

#### Recommendations:

- The design of Cedar Street should reflect, but not mimic, the designs of Vine Street and Clay Street, and should emphasize the quiet residential character of the neighborhood.
- Develop green connections to Vine Street and Clay Street through connecting alleys. Refer to "Growing Vine Street" for suggestions on alley development.
- Develop strategies to help aid pedestrian navigation of the steep slopes that occur along the length of Cedar.
- Create green links to Vine Street and Clay Street at Elliott Avenue to make a pedestrian connection to the waterfront.

#### Clay Street Character

Clay and Broad Street are the last links to the waterfront until Bay Street. The lower portion of Clay is highly undeveloped, and has potential to be integrated into several new projects to help preserve the vast views of Elliott Bay. The lower sections of Clay Street have retained their historic cobbles, leaving several opportunities for the street design. The largest amount of traffic on Clay is typically oriented towards connecting with The Old Spaghetti Factory or Pier 70. The Eastern end of Clay opens up onto a landscaped traffic triangle across from the KOMO TV4 station on 4th Avenue N. From this end of Clay, a connection can be made to the Seattle Center by traveling north on 4th Avenue N., or moving up Denny, and connecting at 5th Avenue N.

**Recommendations:**

- Establish a theme that is unique to the industrial and commercial character of Clay Street. The design should coordinate with the designs of Cedar and Vine Streets.
- Highlight the street as a link between Seattle Center and the Waterfront.
- Green links should be created through a network of alleys to connect Clay Street with Vine and Cedar Streets.
- Devise a strategy to direct the development of the vacant lots. Developments should maintain the views of Elliott Bay, and be integrated with the Green Street design.
- Preserve and highlight the historic cobbles that are exposed within the street. The cobbles will act as a traffic calming device.

## Eagle and Bay Street Region

### *Residential Streetscape*

Eagle and Bay Street form an identity for the northwest corner of the Regrade. The development of these two streets as Green Streets will help to ensure the residential character of the Regrade, as well as define entry points into the neighborhood.

Distinguishing landmarks, or wayfinding devices, could be used on Bay Street to help form the entry into the Regrade. Benches and street furniture should be unified within this portion of the neighborhood and be coordinated of standardized catalog items.

### Green Street Types for Eagle and Bay

Eagle and Bay currently do not have Green Street designations. A residential character to the neighborhood would be provided with the designation of a Type II Green Street. Considerations of Eagle Street, may lend to a Type I classification between 1<sup>st</sup> and 2<sup>nd</sup> to help enhance the connection to the Seattle Center, and the waterfront through the future development of the vacant lots bellow Western Avenue. Two way traffic movement is recommended to give a feeling of a residential streetscape.

### Eagle Street Character

Eagle Street is used primarily for local access only. The street is fairly wide, and is capable of handling wide sidewalk, or landscaped spaces. The Western terminus of Eagle is at Western, where the slope becomes a steep climb down the hill across a vacant lot. There is currently no connection from the western end of the street to the water. A future development of this vacant lot could include a pedestrian access way down to Elliott and over to the pedestrian crossing at Bay Street. The Eastern end of Eagle crosses two landscaped triangles, and is adjacent to the Seattle Center. The intersection of Eagle and 2nd Avenue is one of the strongest pedestrian connections to the Seattle Center.

### Recommendations:

Coordinate with any future development of the vacant lots on the eastern end of Eagle, the planning of an extension to the Green Street as a pedestrian connection to the waterfront. This could be a pedestrian corridor, much like the connection through the development at the end of Bay Street.

### Bay Street Character

Bay Street is the first cross street that is encountered upon entering Belltown from the northwest off Denny onto either Elliott or Western. The traffic flows along Elliott and Western Avenue is heavy. Pedestrian travel is difficult through this section of the city. There is a pedestrian crossing on Elliott Avenue at the intersection of Bay Street, controlled by a stoplight. Bay Street ends just before the train tracks, where pedestrians are left to cross the tracks at their own risk. This is currently a dangerous path, where people are trying to connect to Myrtle Edwards Park, they have to move around vehicle barricades to cross the tracks. Bay Street is the last passable connections down to Myrtle Edwards Park from the Regrade.

The Eastern end of Bay Street, where it meets 1st Avenue and Denny Way, is currently a wide, undeveloped intersection. Café Minnies and Ivar's line the end to the street, where a connection to the Seattle Center can be made. The section of Bay from Western to 1st Avenue could easily be vacated, or reduced to two lanes to enhance the pedestrian connection to the waterfront. Widened sidewalks, landscaping and traffic calming devices for pedestrian crossings are possible at Denny Way and 1st Avenue.

### Recommendations:

Improve pedestrian connection from the end of Bay Street to the Waterfront Promenade and Myrtle Edwards Park if there is a high concentration of pedestrians crossing the railroad tracks to these

open spaces. Proposals for a waterfront connection may need to include a pedestrian overpass to cross the railroad tracks.

### Development of the Alley Ways as Residential Connector Streets

In defining a unique pedestrian oriented system within the Regrade, the development of the alleys as pedestrian corridors, or links between Green Streets, will help to enhance automobile-free pedestrian travel. Creating "mega-blocks" is out of scale with the Regrade neighborhood, where social interaction, small businesses and lively street spaces are desired.



Post Alley, as it runs through the Pike Place Market, can be used as a model for this development. Entrances to buildings, businesses and outdoor cafes occur in the alley. The alley is kept clean, and dumpster-free to promote pedestrian use. Within the Regrade, vertical landscaping or other artistic elements could be used to define a sense of character for the alley. Extending Post Alley within the Regrade, and opening other alleys for regular use, would continue the distinct urban character of the market into the neighborhood.

### Recommendations:

- Post Alley's development, along with other alleys can act as pedestrian connectors to, and through Green Streets.
- All alley s in the neighborhood are designated for possible development:
- Develop names for the alleys that match a character of the area and to create the ability to give specific addresses to businesses or residences that open onto the alley.

- Create a system to lower the amount of dumpsters in the alleys, either by promoting daily trash pick-up or "hiding" the dumpsters in building enclosures.
- Promote inviting entrances into alleyways from the east-west streets.
- Encourage building designs to address the alley space by wrapping buildings into the alley, facing balconies into the alley, providing entrances into commercial spaces at street level in the alley, etc.
- Promote entrances into alleys from within buildings to allow pedestrians to easily enter alley areas.
- Develop mid block crossings and traffic bulges at alley entrances to help promote pedestrian travel.
- Encourage building design that opens up onto courtyard gardens over the alleyway, or even create a second entrance into a building. Keeping "eyes" on the alley will help to improve safety within the neighborhood.
- Retain and promote the use of brick paving within the alleys. Several of the alleys are currently paved with brick. The brick surface helps to keep the alley clean, and adds a texture to help pedestrian travel.

### Existing Parks and Open Space in the Regrade

#### Regrade Park

Regrade Park has had a series of problems in the past. Sociological changes associated with the needs of the neighborhood put together plans to redesign the park in 1985. Some of the issues that surround the current day problems of the park are social, with others focused on maintenance issues. Today, the park is far from a neighborhood family park.

### Belltown P-Patch

"Since building the Belltown P-Patch in 1993, Belltown residents have dreamed of expanding the garden north into Vine Street." The dream of this expansion is becoming a reality. With the realization of the P-patch, a vision and starting point for the neighborhood was formed. This unique open space within the core of the neighborhood will serve as a reference point for the character of the Regrade. The celebration of the arts, nature and culture are all displayed within the garden, opening a door to what the surrounding Green Streets could look like.

Keeping the P-Patch from being shaded by a possible development to the south of the existing garden has been a large concern in the past. Recently, one lot to the south has been acquired by the P-Patch, as well as another small interior lot. The garden will now expand to two-thirds of the entire block, but is still threatened by one building lot the at the most southern edge of the block.

#### *Reference:*

"Growing Vine Street: Seattle, Washington", 81 Vine Street, Suite 202, Seattle WA, ph. 206-441-1440, 1998.

Dorpat, Paul. Seattle, Now and Then. Second Edition, With Many Contemporary Scenes Updated.

